THE MARINE RECORD.

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AROUND THE LAKES.

CLEVELAND.

The schooner Huron will be sold at St. Catherines by order of the court.

The tug N. B. Gates, Captain C. F. Brown took a lively party of bicyclists from Allegheny and Pittsburg to Rocky River on the 4th.

Captain Day had the misfortune of loosing his barn at Rockport by fire last week. Two well bred horses, in the barn at the time were burned to death.

The steel steamer Spokane arrived here Wednesday from Buffalo. She will take on a jag of railroad iron and will tow up the schooner M. E. Tremble, recently in Globe drydock.

The steamyacht Cyclone, Captain Brown, made trips every two hours to Rocky River on the 4th. The Cyclone which is owned by Mr. Lohmeyer is one of the favorite boats on the lakes and had full list of passengers on each trip.

The gang loaded the schooner S. H. Foster with 1250 tons of railroad iron at the N. Y. P. & O. dock, commencing Thursday noon and finished Saturday night. The iron is destined for the new Minneapolis, Sault Ste. Marie railroad.

The tug Hebard went into Globe drydock to receive new brasses. The barge Mentor got fenders all around, topsides calked, and her cabin enlarged. The steamyacht Peerless went in last night for a new wheel.

Charles Warner came near losing his life Sunday while rowing two men across the river, he falling into the water. Fireman Charles Allen of the tug N. B. Gates speedily divested himself of his coat and gallantly went to the rescue. About the same time surfmen Lawrence Distel and L. Berchtold, of the life saving crew, appeared on the scene and picked the young man out of the water. The Cleveland crew are always on the alert, being governed by the strictest discipline.

More business was done by vessel agents Wednesday than for twenty days at 90c on ore from Escanaba, $1.15 from Marquette, $1.20 to $1.25 from Ashland, 60c on coal to Chicago, 55c to Milwaukee, and 50c to Lake Superior ports. The general feeling is quite strong at these figures. The vessels and cargoes engaged were the propeller Rube Richards, coal, Buffalo to Milwaukee, 70c; her consort May Richards, coal, Sandusky to Milwaukee, 60c; schooners H. P. Baldwin and Maria Martin, both ore, Escanaba to Cleveland, 90c; schooner Jura, coal, Cleveland to Sault ste. Marie, 60c; same vessel, ore, back, Marquette to Cleveland, $1.15; schooner S. V. R. Watson, coal, Ashtabula to Milwaukee, on contract; steamer Simon Langel and schooners F. M. Knapp and Southeast, ore, Escanaba to Ohio ports; 90c; schooner Champion, coal, Toledo to Green Bay, 60c schooner Type, coal, Sandusky to Fayette, 50c; schooner J. D. Sawyer, ore, Escanaba to Ohio ports, 90c, steamer J. S. Fay, coal, from Buffalo to Chicago, 70c; steamer Keystone and consorts J. G. Masten and Monitor, all coal, Ashtabula to Portage, 50c; same vessels, ore, Ashland to Chicago, $1.22½ free out; schooner Lizzie A. Law, ore, Escanaba to Erie, 90c; schooner F. A. Georger, coal, from Ashtabula to Milwaukee, 55c.

ST. CLAIR FLATS.

The steambarge Fayette, from Manistee with lumber for Tonawanda, while coming down the St, Clair river on Sunday night with the schooners M. Cummings and American Union in tow, both corn laden, struck on Stag island and grounded. The Cummings being nearest to the steamer run foul of her and was damaged to the extent of $2,000. Her jibboom and bowsprit were carried away and her stern badly bruised. Her cargo will have to be taken out and the vessel go into drydock, as she is leaking some. The loss to the Union is, her bowsprit and jibboom are both carried away and her damages estimated as $1,000. The Fayette is injured about $500, but will only be temporarily delayed.

CHICAGO.

Special to the Marine Record.

Sunday and Monday being our 4th of July celebration days, many of our large fleet of vessels looked very gay with their display of bunting; the tugs also, carried American flags, and did their very best to celebrate the occasion. The excursion steamers did excellent business and gave enjoyment to large numbers of pleasure seekers, and many more would have gone if the supply of steamers had been greater. The John A. Dix took a large party to Milwaukee on Tuesday, and made several trips to Evanston Monday. The City of St. Joseph took large parties to Chicago's new pleasure resort, Cheltenham Beach, Sunday, and went to South Haven and took out a large number of excursionists Monday. The Albert J. Wright also took large numbers of people to Cheltenham Beach both Sunday and Monday.

At Miller Brothers' shipyard the tugs M. Shields and A. A. Carpenter were in drydock and had their stern bearings fixed; the propeller Albert J. Wright to have a leak stopped and her stern bearing fixed; the scows Antelope and Mary Hattie to have leaks stopped; the Chicago Dredging and Dock Company's dredge was in for calking; the tug A. G. Van Schaick received a new rudder; the barge G. D. Norris is getting some necessary repairs; the barge G. D. Norris received a new main mast; the tugs Black Ball and Protection were in drydock for repairs; the barge Massasoit for new fore foot and calking; the tug Chicago had her stern bearing fixed at the derrick; the schooner H. Taber received a new jibboom and some new rail, stanchions and bulwarks; the barge Mantanee a new rudder.

At the Chicago Drydock Company's yard the schooner E. J. McVea was in dock and had a leak stopped; two of Fitzsimmons & Connell's dump scows and one flat scow were in dock for calking; the steambarge Susie Chipman to have her rudder fixed; the schooner Higgie and propeller Coffinberry to have leaks stopped; the canal boat Iceland for a new bow; the schooner Constitution received new side ports; steamer John A Dix some repairs to her paddle wheel; the tug Belle Chase was at the derrick and had her wheel fixed; the tug Martin Green had her stern bearing and rudder fixed; the steambarge A. E. Wilds had her wheel fastened; the steamer Gazelle received repairs to her rudder; the schooner Skylark is in dock for new keelsons, deck trames, deck transom and stern.

The steambarge Missouri left this port Saturday afternoon with a tow of five vessels as consorts.

The steambarge Empire, of Detroit, Captain M. O'Toole, and consorts Acontias, Captain M. H. O'Toole, and A. H. Moss, Captain John Christie, arrived here Sunday with nearly 1,000,000 feet of lumber from Ashland, Wis.

The schooner America, Captain F. T. Weimer, which left here last Saturday with 18,575 bushels of corn for Sarnia, went ashore about four miles south of Cross Village, and is full of water. Captain Weimer sent to Cheboygan for pumps, etc. The America is owned by Frank Davidson, the vessel agent, the Sturgeon Bay Lumber Company and her captain. Five-eighths of her, four of which are owned by Frank, and one-eighth by Captain Weimer, is insured in the Anglo-American Insurance Company, Washington, D. C., for $2,343. She is valued at $5,000. Her cargo is insured for $6,500 in the Phœnix and Mercantile Insurance Companies.

Captain Denny Sullivan has resigned his command of the steambarge Joys, and is superintending the building of the fine steambarge under construction at Milwaukee by the Milwaukee Shipyard Company. Captain Sullivan will have command of her when completed. Captain Daniel McLane has been put in command of the Joys, and Malcom McCloud has gone mate on her.

The tug Protection was in one of Miller Brothers' drydocks for repairs. Captain Bowen has taken command of her again, and Michael Flanigan, formerly engineer of the tug Amadeus, of Cleveland, has been appointed engineer.

Captain J. E. Shea, formerly of the V. O. T. tug J. V. Taylor, has taken command of the tug J. C. Ingram, of the Dunham Tug line, vice Captain Alex Leonard resigned.

There is considerable strife at this port among the tug companies. Captain Higgie of the Vessel Owners Towing having found out that Captain Harman, of the Chicago Towing Company was endeavoring to get ahead of him, cut the rates of the V. O. T. Company, and towing inside the harbor is now being done at 70 per cent off tariff by the Chicago Tug line; a line newly formed by Captains McLaughlin and H. Blue.

A sad accident occurred Tuesday evening to a party of pleasure seekers who had hired the small sloop yacht Josie, the pleasure steamer Gazelle having collided with and sunk the Josie, off Chicago, drowning Mrs. Wilson. Her husband made every effort to save her, but could not. They were married in February last, and great sympathy is felt for him in his sad bereavement.

WILLIAMS.

FRANKFORT.

Special to the Marine Record.

The propeller Missouri ran on to Sleeping Bear Point last night during the dense smoke, caused by forest fires, which prevailed. In answer to her distress signal, the propeller City of Concord assisted in pulling her off. The latter craft, however, got on the beach, was unable to release herself, and in this condition was discovered by the North Michigan line propeller Champlain, which promptly went to her assistance. After two hours hard pulling she was released, and both craft went on, uninjured.

The fishery business is very poor, and the catches do not pay running expenses. Tug Gale has returned to her home port, Muskegon, to lay up.

BURMEISTER.

BUFFALO.

The fire on the Portage at the salt docks was put out very promptly. When first seen it burst out of two hatches, and those who observed the flames from outside expected that the propeller would be destroyed.

The coal shippers were apparently in shape for active business Tuesday, for a large chartering was reported, besides an almost equally large list that was not in shape for reporting. Rates to Lake Michigan remained uniformly at 70 cents. The following charters were discovered: To Chicago, propellers Clarion, Lycoming, D. Leuty, Onoko, J. S. Fay and schooner Schuylkill. To Milwaukee, propeller W. H. Barnum: schooners J. B. Merrill, Itasca; barges W. C. Holland, Isabel Reed, T. S. Fassett, Montgomery, Bottsford and Jackson to Green Bay, propeller Russia; schooner C. P. Minch. To Kenosha, propeller C. F. Curtis. The propellers Hecla and consort Nellie Reddington get 50 cents to Duluth and the schooner E. W. Rathbun 40 cents to Kincardine.

Canal freights were weak at 3½ to 3¾ cents on wheat to New York, with little or no corn moving.

The schooner American Union will be repaired at the Mills yard. She was with the W. J. Cummings in tow of the steamer Fayette coming down the rivers. The Fayette fetched up on Stag Island, the Cummings ran into her, and the Union crashed into the Cummings. The Union lost her jibboom and her stem was damaged. The canal boats Bartholemy Brewing Company and T. H. Westfall each brought over from Port Colborne 190 tons of damaged flour from the cargo of the steamer Quebec, long sunk in the Sault River. The boats cleared for New York.

The Courier says: Captain S. A. Murphy, the Detroit wrecker, was in port, getting estimates from the Union and the Mills shipyards of the cost of repairing the propeller Quebec, now at Collingwood, which was turned over to him by the underwriters recently. Mr. Murphy says that her hull is not in such bad shape after all. He thinks that an expenditure of about $5,000 will make a good freight carrier of her. He has received several offers for her as she is, one of $15,000. L. Dimick offered him $10,000 in cash. He says she is worth $20,000, but he will not sell her. It is his intention to cut her down into a freight propeller, replacing her wooden crown arches with steel ones. Most of her damage, he claims, is on her upper works, her bottom being comparatively little injured. Her machinery is reported in good condition. Captain Murphy's preference is to bring her here for repairs and alteration, but this point will not be decided till he has received all the estimates for the work. He thinks she would be a profitable boat for the Chicago or Duluth and Kingston trade. Mr. Murphy says he has realized nearly $6,000 out of her cargo. According to these accounts, he got a pretty good bargain after all, from the underwriters, in place of the $17,500 he was to get for delivering her at Collingwood.

The tug Champion this morning brought down the first raft of the season.

ST. CLAIR.

Special to the Marine Record

Simon Langell has commenced building for the St. Clair Steamship Company a steamer 280 feet over all, 40 feet beam, and 26 feet moulded depth. I can not furnish you at present any particulars as to her construction, as the plans are not matured, although she will have some features different from vessels of her class now in commission.

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OWEN SOUND, ONT.

Special to Marine Record.

I was at the wreck of the Algoma on the 28th of June, and the wreckers are getting on nicely. They have nearly all the cargo up, and landed at Port Arthur, and are now working at the machinery. The contractor told me that he expected to finish everything in about three weeks.

The weather for the past few weeks has been very foggy, but now it is delightful, and in consequence our passenger travel is improving rapidly.

A.

MINORVILLE.

Allie and Godfrey Lafond, owners of the tug Boss, which mysteriously disappeared from her moorings in Two Rivers on a stormy night late in the fall of 1884, are on their way home from a two weeks' search for their tug among the islands of the lakes. It was reported to them that she was plying in the vicinity of Sea Island. They immediately set out in a fish boat to find her, but it was a fruitless voyage.

CROSS VILLAGE.

The schooner America, of Chicago, is ashore and full of water four miles south of Cross Village, Mich., at the Lake Michigan entrance to the Straits of Mackinaw. The America left for Chicago last week bound for Sarnia with 18,500 bushels of corn. The cargo was shipped by H. J. Coon & Co., and is insured in the Phœnix for $3,500 and in the Mercantile for $3,000. The vessel is valued at $5,000 and is thirty-seven years old, being built at Clayton N. Y. in 1849. She is insured for $2,400 in the Anglo American, a company that is reported to have gone out of existence. It is thought the vessel will be saved, but the cargo will probably prove a total loss.

CHEBOYGAN.

The propeller Messenger, with several hundred excursionists from this city, ran ashore on Sunday at Chen Eaux island while making the entrance. The pilot was in charge. The propeller Faxton brought back the passengers and the tug Duncan left for the Messenger at once and she was released without damage of consequence.

[OFFICIAL]

THE NEW SHIPPING LAW.

TREASURY DEPARTMENT.
BUREAU OF NAVIGATION,
WASHINGTON, D. C. June, 21, 1886.

The following act to abolish fees, etc., having been approved by the president on the 9th instant, the attention of all officers concerned is invited to its provisions:

An act to abolish certain fees for official services to American vessels, and to amend the laws relating to shipping commissioners, seamen and, owners of vessels, and for other purposes.

CERTAIN FEES ABOLISHED.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after July first, eighteen hundred and eighty-six, no fees shall be charged or collected by collectors or other officers of customs, or by inspectors of steam vessels or shipping commissioners, for the following services to vessels of the United States, to wit: Measurement of tonnage and certifying the same; issuing of license or granting of certificate of registry, record, or enrollment, including all indorsements on the same and bond and oath; indorsement of change of master; certifying and receiving manifest, including master's oath, and permit; granting permit to vessels licensed for the fisheries to touch and trade; granting certificate of payment of tonnage dues; recording bill of sale, mortgage, hypothecation, or conveyance, or the discharge of such mortgage or hypothecation; furnishing certificate of title; furnishing the crew list, including bond; certificate of protection to seamen; bill of health; shipping or discharging of seamen, as provided by title fifty-three of the Revised Statutes and section two of this act; apprenticing boys to the merchant service; inspecting, examining, and licensing steam vessels, including inspection certificate and copies thereof; and licensing of master, engineer, pilot, or mate of a vessel; and all provisions of laws authorizing or requiring the collection of fees for such services are repealed, such repeal to take effect July first, eighteen hundred and eighty-six. Collectors or other officers of customs, inspectors of steam vessels, and shipping commissioners who are paid wholly or partly by fees shall make a detailed report of such services, and the fees provided by law, to the Secretary of the Treasury, under such regulations as that officer may prescribe; and the Secretary of the Treasury shall allow and pay, from any money in the treasury not otherwise appropriated, said officers such compensation for said services as each would have received prior to the passage of this act; also such compensation to clerks of shipping commissioners as would have been paid them had this act not passed: Provided, That such services have, in the opinion of the Secretary of the Treasury, been necessarily rendered.

SHIPMENT OF SEAMEN IN THE COASTING TRADE.

Sec. 2. That shipping commissioners may ship and discharge crews for any vessel engaged in the coast wise trade, or the trade between the United States and the Dominion of Canada, or Newfoundland, or the West Indies, or the Republic of Mexico, at the request of the master or owner of such vessel, the shipping and discharging fees in such cases to be one-half that prescribed by section forty-six hundred and twelve of the Revised Statutes, for the purpose of determining the compensation of shipping commissioners.

ADVANCE WAGES TO SEAMEN.

Sec. 3. That section ten of the act entitled "An act to remove certain burdens on the American merchant marine and encourage the American foreign carrying trade, and for other purposes," approved June twenty-sixth, eighteen hundred and eighty-four, be amended by striking out the words "That it shall be lawful for any seamen to stipulate in his shipping agreement for an allotment of any portion of the wages which he may earn to his wife, mother, or other relative, but to no other person or corporation," and inserting in lieu thereof the following: "That it shall be lawful for any seamen to stipulate in his shipping agreement for an allotment of all or any portion of the wages which he may earn to his wife, mother, or other relative, or to an original creditor in liquidation of any just debt for board or clothing which he may have contracted prior to engagement, not exceeding ten dollars per month for each month of the time usually required for the voyage for which the seaman has shipped, under such regulations as the Secretary of the Treasury may prescribe, but no allotment to any other person or corporation shall be lawful." And said section ten is further amended by striking out all of the last paragraph after the words "vessels of the United States," and inserting in lieu of such words stricken out the following: "And any master, owner, consignee, or agent of any foreign vessel who has violated this section shall be liable to the same penalty that the master, owner, or agent of a vessel of the United States would be for a similar violation."

LIMITATION OF LIABILITY OF VESSELS.

Sec. 4. That section forty-two hundred and eighty-nine of the Revised Statutes be amended so as to read as follows:

"Sec. 4289. The provisions of the seven preceding sections, and of section eighteen of an act entitled 'An act to remove certain burdens on the American merchant marine and encourage the American foreign carrying trade, and for other purposes,' approved June twenty-sixth, eighteen hundred and eighty-four, relating to the limitations of the liability of the owners of vessels, shall apply to all sea going vessels, and also to all vessels used on lakes or rivers or in inland navigation, including canal boats, barges, and lighters."

TONNAGE TO BE CARVED ON THE MAIN BEAM.

Sec. 5. That section forty one hundred and fifty-three of the Revised Statutes be amended by striking out the last sentence of the last paragraph, and inserting instead the following: "In every vessel documented as a vessel of the United States the number denoting her net tonnage shall be deeply carved or otherwise permanently marked on her main beam, and shall be so continued; and if the number at any time cease to be continued, such vessel shall be subject to a fine of thirty dollars on every arrival in a port of the United States if she have not her tonnage number legally carved or permanently marked."

FINE FOR NOT CARVING OR MARKING OFFICIAL NUMBER ON VESSEL.

Sec. 6. That from the close of section forty-one hundred and seventy-seven of said statutes the following words shall be stricken out, to wit: "Such vessel shall be no longer recognized as a vessel of the United States;" and in lieu thereof there shall be inserted the words following: "Such vessel shall be liable to a fine of thirty dollars on every arrival in a port of the United States, if she have not her proper official number legally carved or permanently marked."

FINES ON UNDOCUMENTED VESSELS OF THE UNITED STATES.

Sec. 7. Every vessel of twenty tons or upwards, entitled to be documented as a vessel of the United States, other than registered vessels, found trading between district, and district or between different places in the same district, or carrying on the fishery, without being enrolled and licensed, and every vessel of less than twenty tons and not less than five tons burden found trading or carrying on the fishery as aforesaid without a license obtained as provided by this title, shall be liable to a fine of thirty dollars at every port of arrival without such enrollment or license. But if the license shall have expired while the vessel was at sea, and there shall have been no opportunity to renew such license, then said fine of thirty dollars shall not be incurred. And so much of section four thousand three hundred and seventy-one of the Revised Statutes as relates to vessels entitled to be documented as vessels of the United States is hereby repealed.

TRANSPORTATION OF PASSENGERS COASTWISE IN FOREIGN VESSELS.

Sec. 8. That foreign vessels found transporting passengers between places or ports in the United States, when such passengers have been taken on board in the United States, shall be liable to a fine of two dollars for every passenger landed.

REMISSION OF FINES.

Sec. 9. That fines imposed by sections five, six, seven, and eight of this act shall be subject to remission or mitigation by the Secretary of the Treasury when the offense was not wilfully committed, under such regulations and methods of ascertaining the facts as may seem to him advisable.

DRAWBACK ON BITUMINOUS COAL.

Sec. 10. That the provision of Schedule N of "An act to reduce internal revenue taxation, and for other purposes," approved March third, eighteen hundred and eighty-three, allowing a drawback on imported bituminous coal used for fuel on vessels propelled by steam, shall be construed to apply only to vessels of the United States.

TAX ON TONNAGE.

Sec. 11. That section fourteen of "An act to remove certain burdens on the American merchant marine and encourage the American foreign carrying trade, and for other purposes," approved June twenty-sixth, eighteen hundred and eighty-four, be amended so as to read as follows:

"Sec. 14. That in lieu of the tax on tonnage of thirty cents per ton per annum imposed prior to July first, eighteen hundred and eighty-four, a duty of three cents per ton, not to exceed in the aggregate fifteen cents per ton in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the coast of South America bordering on the Caribbean Sea, or the Sandwich Islands, or Newfoundland; and a duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry upon all vessels which shall be entered in the United States from any other foreign ports, not, however, to include vessels in distress or not engaged in trade: Provided, That the President of the United States shall suspend the collection of so much of the duty herein imposed, on vessels entered from any foreign port, as may be in excess of the tonnage and lighthouse dues, or other equivalent tax or taxes, imposed in said port on American vessels by the Government of the foreign county in which such port is situated, and shall, upon the passage of this act, and from time to time thereafter as often as it may become necessary by reason of changes in the laws of the foreign countries above mentioned, indicate by proclamation the ports to which such suspension shall apply, and the rate or rates of tonnage duty, if any, to be collected under such suspension: Provided further, That such proclamation shall exclude from the benefits of the suspension herein authorized the vessels of any foreign country in whose ports the fees or dues of any kind or nature imposed on vessels of the United States, or the import or export duties on their cargoes, are in excess of the fees, dues, or duties imposed on the vessels of the country in which such port is situated, or on the cargoes of such vessels; and sections forty-two hundred and twenty-three and forty-two hundred and twenty-four, and so much of section forty-two hundred and nineteen of the Revised Statutes as conflicts with this section, are hereby repealed."

CO-OPERATION OF FOREIGN GOVERNMENTS IN ABOLISHING TONNAGE TAX FEES, ETC.

Sec. 12. That the President be, and hereby is, directed to cause the governments of foreign countries which, at any of their ports, impose on American vessels a tonnage tax or lighthouse dues, or other equivalent tax or taxes, or any other fees, charges, or dues, to be informed of the provisions of the preceding section, and invited to co-operate with the government of the United States in abolishing all lighthouse dues, tonnage taxes, or other equivalent tax or taxes on, and also all other fees for official services to, the vessels of the respective nations employed in the trade between the ports of such foreign country and the ports of the United States.

FISHING AND WHALING VESSELS—SLOP-CHESTS ON.

Sec. 13. That section eleven of "An act to remove certain burdens on the American merchant marine and encourage the American foreign crrrying trade, and for other purposes," approved June twenty-sixth, eighteen hundred and eighty-four, shall not be construed to apply to vessels engaged in the whaling or fishing business.

STEAM-GAUGES.

Sec. 14. That section forty-four hundred and eighteen of the Revised Statutes is hereby amended by striking out from the nineteenth and following lines thereof the words "and, to indicate the pressure of steam, suitable steam registers that will correctly record each excess of steam carried above the prescribed limit, and the highest point attained," and inserting in lieu thereof the following: "and suitable steam gauges to indicate the pressure of steam.".

ARTICLES WITHDRAWN FOR CONSTRUCTION AND REPAIR OF FISHING AND WHALING VESSELS.

Sec. 15. That the provisions of sections twenty-five hundred and ten and twenty-five hundred and eleven of the Revised Statutes, as the section of Title thirty-three are numbered in "An act to reduce internal revenue taxation and for other purposes," approved March third, eighteen hundred and sixty-three, and the provisions of section sixteen of "An act to remove certain burdens on the American merchant marine and encourage the American foreign carrying trade, and for other purposes," approved June twenty-sixth, eighteen hundred and eighty-four, shall apply to the construction, equipment, repairs, and supplies of vessels of the United States employed in the fisheries or in the whaling business, in the same manner as to vessels of the United States engaged in the foreign trade.

ROWBOATS, ETC., ON ST. LAWRENCE RIVER NOT TO CARRY LIGHTS.

Sec. 16. That rule twelve of section forty-two hundred and thirty-three of the Revised Statutes shall be so construed as not to require row boats and skiffs upon the River St. Lawrence to carry lights.

EXCLUSION BY PROCLAMATION OF FOREIGN VESSELS FROM CERTAIN PRIVILEGES.

Sec. 17. That whenever any foreign country whose vessels have been placed on the same footing in the ports of the United States as American vessels (the coastwise trade excepted) shall deny to any vessels of the United States any of the commercial privileges accorded to national vessels in the harbors, ports, or waters of such foreign country, the President, on receiving satisfactory information of the continuance of such discriminations against any vessels of the United States, is hereby authorized to issue his proclamation excluding, on and after such time as he may indicate, from the exercise of such commercial privileges in the ports of the United States as are denied to American vessels in the ports of such foreign country, all vessels of such foreign country of a similar character to the vessels of the United States, thus discriminated against, and suspending such concessions previously granted to the vessels of such country; and on and after the date named in such proclamation for it to take effect, if the master, officer, or agent of any vessel, of such foreign country excluded by said proclamation from the exercise of any commercial privileges shall do any act prohibited by said proclamation in the ports, harbors, or waters of the United States for or on account of such vessel, such vessel, and its rigging, tackle, furniture, and boats, and all the goods on board, shall be liable to seizure and to forfeiture to the United States; and any person opposing any officer of the United States in the enforcement of this act, or aiding and abetting any other person in such opposition, shall forfeit eight hundred dollars, and shall be guilty of a misdemeanor, and, upon conviction, shall be liable to imprisonment for a term not exceeding two years.

TRANSPORTATION OF DESTITUTE AMERICAN SEAMEN.

Sec. 18. Section nine of "An act to remove certain burdens on the American merchant marine and encouage the American foreign-carrying trade, and for other purposes," approved June 26, 1884, is hereby amended in the eighth line by inserting after the words "and a consular officer" the following: "When the transportation is by a sailing vessel; and the regular steerage-passenger rate, not to exceed two cents per mile, when the transportation is by steamer." And the said section is further amended by adding at the end the following: "or to take any seaman having a contagious disease."

I. The first section abolishes the collection of the fees therein mentioned on and after the first day of July, 1886, and provides for the payment to the officers concerned of such compensation for their services as each would have received prior to the passage of the act, and also for compensation to the clerks of shipping commissioners. The compensation is to be the same as would have been allowed had the act not passed and the services performed had been paid for by fees actually collected at the rate prescribed by law. Commencing with the 1st proximo, each shipping commissioner, collector of customs, and surveyor of customs will keep an accurate record of such official services in his office, and a detailed report thereof setting forth the services performed, and the amount that would be due therefor under the laws prescribing fees will be made out at the end of each month. The accounts of collectors and surveyors of the customs for their earnings will be forwarded to the first auditor of the treasury.

II. The shipping commissioner's report will specify the date on which their services were performed, the name of the vessel for whom the services were rendered, the number of seamen engaged, the number of seamen discharged, the number of apprentices indentured, the port and country from or to which the vessel sailed, and the amount of the fees. It will be sworn to as follows, and promptly transmitted to the Bureau of Navigation.

"I ————, U. S. Shipping Commissioner at ———, hereby truly and solemnly swear [or affirm] that the above and foregoing report or statement of services to vessels and seamen is a true and correct statement of the official services performed by me for the vessels above named during the period of time therein mentioned; that said services were actually and necessarily rendered by me; that no services are herein reported except such as were so actually and necessarily rendered in accordance with the provisions of Acts of Congress, and that the amounts of the respective fees herein stated are in accordance with the tariff of shipping commissioner's fees prescribed by law."

The expense accounts of shipping commissioners will be forwarded as heretofore, but the heading and debit side will be changed to suit the circumstances, and so as to show the value of the services performed, instead of the amount deposited. The authorized compensation for the clerks will be included; but neither rent nor any other similar expenses will be charged for after the 30th instant with a view to their allowance, though they will be mentioned under the head of miscellaneous expenses, as in the case of expenses formerly not allowed from fees.

III. No fees are to be collected by commissioners, under section 2 of the act, from the masters of vessels engaged in the coastwise trade or the trade with Canada, or Newfoundland, or the West Indies, or Mexico, for the shipment or discharge of seamen or apprentices. Services performed for such masters will be reported by the shipping commissioners in the same manner as other services, and will be plainly designated in the report in such a way as to show the country to or from which the vessel sailed. In these cases but one-half of the fee prescribed by law for other shipments and discharges will be reported as above indicated, and included in the computation in the expense account of the amounts due the commissioner and clerks.

IV. Forms for the detailed reports of services performed by shipping commissioners, and by the other officers mentioned in the act, will be furnished on requisition in the usual manner.

V. Allotments to original creditors, under section 3 of the act, on account of food or clothing owed for by the seaman at the time of his engagement, cannot be made to exceed ten dollars per month for the time usually required for the voyage for which he has shipped. The allotment must be specified in the shipping agreement, the amount thereof per month and the number of months for which it is to be paid being expressly stipulated. To render such allotments uniform, it is direction that they shall not be allowed for periods exceeding those mentioned in the following schedule, respectively:

VI. Section 7 imposes a fine in lieu of additional tonnage dues upon undocumented American vessels, entitled to be documented under the laws on compliance with the usual requirements. It repeals section 4371. Revised Statutes, to the extent only that it relates to American vessels. So far as section 4371 may concern foreign vessels, it still remains in force.

VII. Section 11 of the act amends section 14 of the act of June 26, 1884, so that vessels from the coast of South America bordering on the Caribbean Sea may be entered in the United States on payment of a tax at the rate of three cents per ton.

VIII. Customs officers will take no action under the proviso of section 11 relating to a suspension of collection of tax until they have been informed that such suspension has been authorized by a proclamation of the President. They are requested, however, to forward any authentic information they may receive, showing whether or not a proclamation might be proper, or that the circumstances have so changed as to demand a withdrawal of any privilege given in regard to the matter.

IX. In case, after proclamation has been

made by the President, under section 11, suspending the tax on vessels from any foreign port, customs officers learn that the fees or dues of any kind or nature imposed there, on vessels of the United States, or that the import or export duties on their cargoes are in excess of the fees, dues, or duties imposed on the vessels of the country in which such port is situated, or on the cargoes of such vessels, they will bring the fact, without delay, to the attention of the Bureau of Navigation.

Special instructions will be given as to the other provisions of the bill when necessary.

C. S. FAIRCHILD, Acting Secretary.

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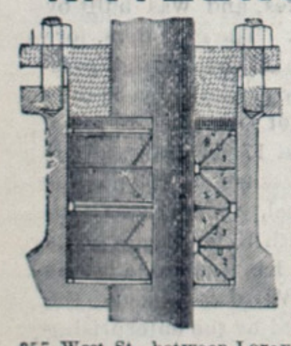

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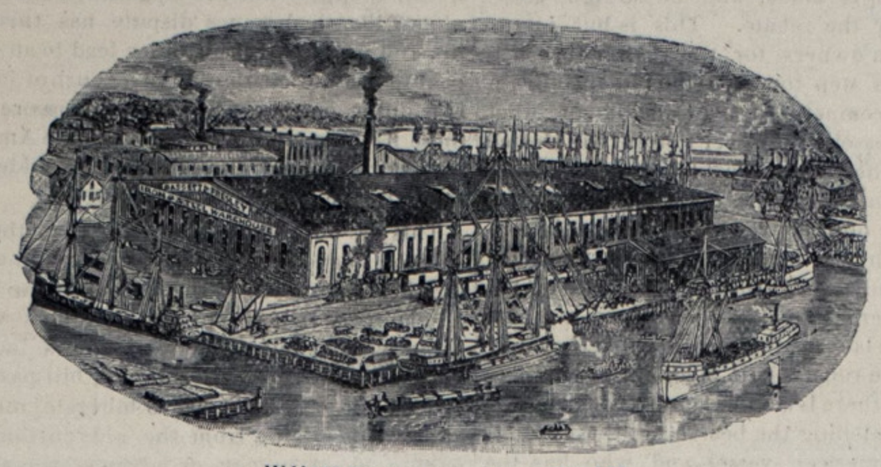

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Messrs. F. & H. BORN. Cleveland, O., Jan. 26, 1886.

Gentlemen,—In reply to your inquiry of 25th inst., relative to the satisfaction your "Steel Plate Range" has given, I would say that we have had one in use about eight months, and find it perfect in all respects. My wife is well pleased with it. Have had no trouble to keep fire all night with hard coal. Very truly yours,

DAN. H. KEYS, of Lloyd & Keys.

Messrs. F. & H. BORN. Cleveland, O., Jan. 26, 1886.

Gentlemen—We are much pleased with the Steel Plate Range that you put into our propeller Kalkaska. It seems to be the right thing for steamboat service.

WOODS, PERRY & CO.

Messrs. F. & H. BORN. Cleveland, O., Feb. 3, 1886.

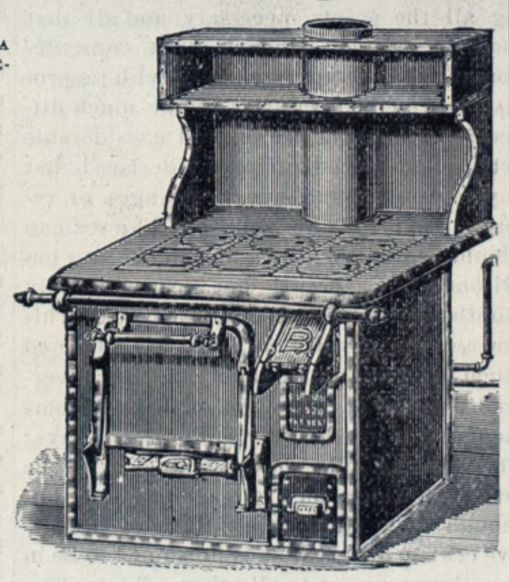
Gentlemen:—We have had in this institution for some time one of your largest size Steel Plate Ranges, and it has given good satisfaction. It is strong, and we think will be durable. Respectfully, HON. S HARMOUNT,

Superintendent Tuscarawas Children's Home.

Messrs. F. & H. BORN, Cleveland, O., Feb. 1, 1886.

Gentlemen.—In reply to your favor I would state that we have had in use two of your No. 9-18 Double Oven Steel Plate Ranges in our restaurant for the last six months and find that they do all you claim for them. We can cheerfully recommend them to anyone in need of a first-class, durable and economical Range.

Yours respectfully, RICHARDS & MCKEAN.



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Eastward.	Arrive	Depart.
No 4. Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex..	*11 40 A M	*12 noon
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
Cleveland Express.....	*2 15 A M	
No 3, Chicago Express via " ..	‡6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk.....	6 15 P M	*6 4 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

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Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

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CLEVELAND, OHIO, THURSDAY, JULY 8.

THE NEW SHIPPING LAW.

The Dingley Shipping bill, recently passed by congress, and approved by President Cleveland, after valuable suggestion by way of amendment, has now become a law. The new act will be found in full on another page. Mr. Dingley has, during his congressional life, made for himself, while working in the interests of American shipping, an enviable reputation, and has, in every instance, demonstrated to the country that he is master of the needs of the maritime interests of the United States, and so far as those interests are concerned he has become an acknowledged leader in congress. So few of our representatives in congress understand the question maritime that all are willing to let Mr. Dingley devote his energies to working out the problem and all are willing to sustain him in the results of the evolution.

The law under discussion is, perhaps, the most liberal in this interest that has ever gone on the statute books. It relieves owners, masters, mates, pilots, and engineers of all grades from many vexatious and expensive burdens. It is to the point in every detail, and no case of misconstruction can arise in the mind of any one disposed to evade any of the several sections. The bill abolishes the charges of the government for measurement of tonnage and for certifying to the same, the issuing of license or granting of certificate of registry, record, or enrollment, including all indorsements on the same and bond and oath, indorsement of change of master, certifying and receiving manifests, including master's oath and permits; granting permit to vessels licensed for fisheries to touch and trade; granting certificate of payment of tonnage dues; recording bill of sale, mortgage, hypothecation or conveyance, or the discharge of such mortgage or hypothecation; furnishing certificate of title; furnishing the crew list, including bond, certificate of protection to seamen, bill of health, shipping or discharging of seamen as provided by title 53 of the revised statutes and section 2 of the new law, apprenticing boys to the merchant service, inspecting, examining and licensing steam vessels, including inspection certificates and copies thereof, and licensing master, engineer, pilot or mate, of a vessel and all other provisions or laws authorizing or requiring the collection of fees for such services.

These burdens, taken separately, will appear small, but by the enumeration of the several items and the aggregate expense attached, it will readily be recognized by all that quite a burdensome tax has been raised by this law, which went into effect July 1, from the merchant marine of this country. Not only does this act cover the points enumerated above, but it contains many other equally meritorious sections; for instance, the remission of fines for offense, when it can be shown that such offense has not been wilfully committed, as in the case of the "New Era. In the usual mode of construing common law it is noteworthy that ignorance or innocence of committing wrong does not excuse. Under the new shipping act the owner and master of a ship are dealt with leniently. In the section referring to drawback on bituminous coal, used as fuel on steamboats, an equally wise provision is made, and no foreign vessel can enjoy the rebate. This is but just to American owners for the reason that it is one more step toward reducing the advantages of competition that Canadian or other foreign vessels enjoy over those of the United States, when it is considered that owners of foreign vessels are not compelled to pay local tax on their vessels as personal property, such tax being levied on American vessels, however. Instances are rife on the lakes where Canadian boats have steamed across the lake for fuel in order that they may realize the rebate. It gives us pleasure to that note there is a representative in congress who is watching the bearing of these things on the American vessel and who has the courage to move legislation in the right direction. Mr. Dingley is gaining for himself vastly more honor and regard in his own country than would be his meed if he were to adopt the line marked out by the demagogues who sit with him, in their efforts to gain popularity before their constituents by burdening the treasury with pension and equalization of bounty bills. We do not desire that our readers will think that it is our purpose to detract anything from what is due the soldier of the civil war, in bounty or penston. They deserve all praise. But we repeat that the congressmen who, like Messrs. Dingley and Frye, direct their energy toward the measures that will benefit the whole country, are statesmen; that he who directs his energies toward the framing of individual pension and bounty bills for the purpose of catching the soldier vote is a demagogue, and should have no place in congress, for he is but half-hearted in whatever he attempts and would deceive the soldier as quickly as he would deceive himself.

Now that congress has taken up measures for the relief of the shipping of this country other bills will be likely to follow, and owners may soon expect to enjoy their vessel property on the same footing as such property is held in other countries.

ADVANCE WAGES.

While this is not a matter that has any great importance to lake sailor men, it will be of interest to analyze the working of the law passed June 26, 1884. Although the law has been a dead letter in this regard since its adoption by reason of the many ways left open for its violation, it was considered, at the time of its passage as covering all the points necessary and all that could be evaded. Under a strict construction and an attempt to comply with its provisions American masters found much difficulty in securing crews, and considerable detention resulted. The law declared that any person paying advance wages or remuneration for the shipment of a seaman should be punished by a fine and be also imprisoned for a period not exceeding six months, at the discretion of the court. This law and the penalty attached has attracted much attention in England and the Liverpool Journal of Commerce of June 22 comments on it in a lengthy editoral. It says: The shipping officer is acquainted with the terms on which men engage to serve, but though they sign for a shilling or twenty-five cents per month he is presumed to be in total ignorance as to all other affairs. The men are told that as advance notes are illegal they must not acknowledge having received any cash by way of forestalling their pay. The gratuity is transformed into a debt, which the master manages to account for. Previous to the abolition of advance notes the seaman was protected by law, on board American ships, as they had to produce their notes. At present the fleecing process can be done under the rose, because the law does not recognise advances. As regards the shipment of crews for British ships the same kind of hocus pocus prevails. Consuls are not to permit the issue of advance notes; but seamen sign for one shilling per month. If advance notes were legal the fact of a month's pay having been handed over to seamen would appear on the articles, and the consul would have to testify to signatures. So far, therefore, as concerns American and British ships the alteration of the law has had an opposite effect to that intended. The laws of the two countries have a direct tendency to encourage crimping and to rob seamen of their wages. Men swear they do not receive the sums debited; but it is tolerably well known how the money is divided. The crimp bears all the blame, but he could not prosper without the assistance of others whom he bribes. The San Francisco case, on which we commented in these columns not long since, was the type of a series; and the American Consul at Liverpool stated that all the vessels bound to England from California carried similar articles of agreement. Since the men who were discharged from the vessel in question appealed to the magistrate, another almost identical wages dispute has turned up, and will in all probability lead to an appeal to the authorities, or to a court of law. It is quite certain we shall hear more of these fleecing transanctions when the American law has had time to operate widely, and to create further demoralisation."

This is but one of the many methods adopted to evade the law and it had therefore become patent to the author of the bill Mr. Dingley that more harm than good was being worked out. The section was incorporated in the general shipping bill passed in 1884 and was intended to mitigate many of the evils arising from the old custom of paying blood money, or advance wages to seamen, whereby they could be fleeced by boarding house keepers and others.

Mr. Dingley, recognizing that his efforts in behalf of seamen had miscarried because sailor men were not inclined to work with him for their own good, and that they were largely abetted in violating law by officers whose duty it was to enforce the law, has, in his new shipping bill modified the restrictions on the advance wages system and it is now limited to $10 per month for each month of the time usually required for the voyage for which the seamen has shipped, applying only to the outward voyage. This seems to be a fair system as it allows something for the sailors creditors before he leaves port and yet leaves him part of his wages when he lands. Heretofore, under the system prior to the adoption of the act of June 26, 1884, the sailor usually landed penniless but now, if he has any regard for his rights, he cannot be fleeced to penury.

In the treasury department circular before us the Commissioners of Navigation has prepared a schedule showing the amount of advance allowed between certain ports, to-wit: coasting voyages except between Atlantic and Pacific ports, half month $5; voyages in the second and third coasting districts to Atlantic ports in the Dominion of Canada, one month $10; between ports in the second coasting district and ports in Europe, two months $20; between ports on the Pacific coast and ports in China, three months, $30 etc.

The Journal of Commerce in commenting on the evils of the advance wages system says:

"There seems to be a ring at some ports to secure pickings out of the wages of sailors. The institution is not by any means of recent origin. It has existed time enough to become aged with a vested interest. Seamen desert, and then fall into the clutches of those who want to be paid for their services with perhaps board and lodging. A goodly percentage of these free and easy seamen ought not to find fault with their treatment, as they deserve what they get. This does not apply, however, to all; and even if it did the irregularities should be put a stop to. Signing articles before Vice-Consuls is a mere farce in the teeth of late exposures. They should insist upon masters of ships entering on the articles debts due by seamen, prior to shipment, which are to be deducted from wages. What we desire to make patent is that matters are getting from bad to worse through the stupid action of those who did away with advance notes."

CHICAGO and Milwaukee elevator people have seen fit to lower their charges for storage. This is probably due to the action taken by the Buffalo elevator people last year in announcing it as their purpose to receive grain for storage so that they could utilize some of the idle elevators at that port. It is well known that every new elevator built in Buffalo during a score of years has been acquired by the Buffalo elevator ring, and that every attempt to run a wild elevator has come to naught. During the ruling of low grain freights last season shippers, fearing an improvement in grain freights this season filled up the Buffalo elevators. This had quite an effect on Chicago and Milwaukee storage business, and Milwaukee especially suffered much in consequence. Now, it does not matter much to the vessel owner what the rate of storage is if the elevator people will but deal squarely with him in the matter of weighing in and out of the vessels. While this strake of conscience is on we hope they will adopt some honest convictions for the purpose of limiting the shortages which occur so frequently. Let everything go into the vessel that is charged on the bill of lading and give us honest draft out and deserve a future reward.

ANOTHER amendment to the river and harbor bill in the interest of lake navigation is that directing the purchase of the Portage lake canal by the general government. The bill provides for the purchase of the two waterways known as the Portage lake and river improvement company canal, and the Lake Superior ship canal, railway and iron company canal, being the improved harbor of refuge, and the water communication across Keweenaw bay to Lake Superior, Mich., and to make the same a free passageway and harbor of refuge, to commerce and navigation; $350,000, or so much as may be necessary, is appropriated, provided that before such money shall be expended the secretary of war shall cause an examination to be made by a board of three engineers to ascertain and report upon the importance and value of the free use of said two harbors to the commerce and navigation of the lakes and the reasonableness of the price, and shall have received from said board a report favorable to said purchase by the United States and also upon full and absolute conveyance to the United States of said two harbors of refuge, canals, etc., of every nature belonging to and connected with them.

IN contrast to the action of the Canadian authorities in hampering by arbetrary action American vessels in Canadian waters, Collector Seeberger has succeeded in bringing about a change in the regulations pertaining to Canadian vessels, which will no doubt, be appreciated by Canadian masters. He has received the consent of Commissioner Patton to permit Canadians to report at Port Huron for permission to enter Lake Michigan, instead of Cheboygan. Vessels coming from Lake Superior will, of course, have to stop at Cheboygan, as in the past as that will be most convenient for them. For vessels arriving from the lower lakes, however, Port Huron is a better and safer port to enter than Cheboygan and the stop there will not involve so much loss of time as at the latter place.

THE house committee on commerce has reported favorably the bill to allow the Minneapolis, Sault ste. Marie and Atlantic railroad to build a bridge across the Sault ste. Marie river in Chippewa county, Mich.

THE STEAMER J. H. OUTHWAITE.

One of the staunchest steamers that has ever been turned loose on the lakes will be launched at Wm. Radcliffe's shipyard on Saturday, the 10th inst., at 2 o'clock p. m. She will be christened "J. H. Outhwaite," and will at once go into a paying business.

The J. H. Outhwaite has been built for J. H. Webb & Company, to take the place of the J. H. Osborne, run down and sunk by the Canadian Pacific steamer Alberta, and we may say the same owners are interested in the new one. The dimensions of the new launch are: Keel 220 feet, over all 240 feet, beam 37¾ feet, depth 19 feet. The main keelsons 14 by 16, two sister keelsons 16 by 16, two rider keelsons 15 by 15, the floor keelson is 12 by 13, and the bilge keelsons 9, 8, 7, and 6 inches thick to the gunwale. The keel was laid February 10, and the work has been pushed with vigor. The plank on the bottom, sides and bilge is four and five inches, and she has eight strakes of four-inch plank on the topsides, notched on the frames. The J. H. Outhwaite is a double decker. She will carry three spars, and is a model of strength and beauty. The cabins and houses are spacious and well constructed, the carpenter and joiner work being done by Joe Denney. The boiler house is of iron, however. The machinery is standard, and a duplicate of that in the J. H. Devereux, patterns which have become noted all over the lakes, and was built by the Globe Iron Works. The cylinders, fore and aft compound, are 27 inches high pressure and 50 inches low pressure by 36 inch stroke. The boiler is of Otis steel, 10 feet 6 inches in diameter and 17 feet long, and is allowed a working pressure of 100 pounds of steam. The wheel, from the Globe Works, is 10½ feet with 13 feet lead. The iron work on the boat has been done by the well known firm of Ward & Jackson, the iron and nails furnished by the enterprising firm of Bassett & Presley, the spars and decking by the Cleveland Sawmill Company, and the outfit by Grover & Son.

It is not necessary at this time to say that the J. H. Outhwaite is one of the best built boats on the lakes when we mention others that have been launched from Mr. Radcliffe's yard, this one fully sustaining his reputation as a builder. Among his boats we find the Havana, built in 1873; the schooner Genoa, built the same year; the tug Triad, built in 1875; the propeller John N. Glidden, built in 1878; propeller A. Everett, built in 1879; propeller R. P. Ranney, built in 1880; the tug Dreadnaught, built in 1881; tug George R. Paige, built in 1882;

propeller Robert Wallace, built in 1882, and the barge David Wallace, built in 1884 Messrs. H. J. Webb & Co., for whom the J. H. Outhwaite has been built, are among the most noted and enterprising vessel owners on the lakes and can, perhaps, furnish more cargoes at good prices than any other firm engaged in the ship brokerage business.

Captain John Nelson, who owns an interest, will be in command, with Charles Scoville as engineer, and Joseph Gorman mate.

[*Around the Lakes Continued from 1st Page.*[

DETROIT.

Special to the Marine Record.

In the introduction of this communication and by way of recalling to mind some important events of the past it may not be out of place to record two incidents, one of which was the arrival at Detroit of the full-rigged brig Vidar, of less than one hundred tons burden, from Bergen, Norway, just twenty years ago, bound for Chicago, with a few passengers and some merchandise. She was a handsome modeled craft, and was not eclipsed by any of our lake vessels in any respect. It was only an experiment, by which no money was realized. She was preceded about a month earlier by the bark Sliepner, which was also full-rigged. The other incident was the burning of the steamer Northern Indiana, at the head of Lake Erie, thirty years ago, by which unfortunate event fifty-six lives were lost. She was 1470 tons burden, commanded by Captain I. T. Pheatt, and at that period was one of the fastest on the lakes. She had been only three years in service.

The past week has not been marked with anything beyond the usual routine of events save in one or two instances which will be found recorded further along.

Business, upon the whole, it may be stated, has been steadily improving, and those engaged in shipping are correspondingly encouraged. Even some of our steamers, plying on short routes, state that the passenger and freight traffic are better than they have been for several years. The steamer Siberia and consort, which passed this way the other day, from Duluth, had a 4 cent freight on wheat. The Detroit and Port Huron steamers, notwithstanding a strong competition, have no reason to complain, the passenger fare having been fixed at 50 cents, and 75 cents the round trip.

An allianee has been formed between the Cole and Star lines by which the former is permitted to land at the Star Island dock, on the St. Clair river, with an exchange of tickets, which virtually interferes with the Cole-Grummond arrangements, and leaves the Ward to work out her own salvation. The new steamer Greyhound, it is expected, will be in readiness to take her place on the route by the latter part of the present week or the first of next. There is apparently just now something behind the screen which "no fellow" can find out, and which it will not do to bring to light at present.

The tug International has been lying at Windsor for two weeks, waiting for something to turn up; meanwhile she has passed an inspection.

The steamer Don M. Dickenson and consorts have gone to Grand Marias, Lake Superior, to bring lumber to this port at $1.65.

Coarse freights continue somewhat scarce, yet the few vessels which arrive here do not go away disappointed. The arrival of coal cargoes by vessels at this port has almost become a thing of the past.

The United States steamer Dahlia has just taken on a supply of coal here, and left for Lake Superior with a supply of oil for the various lighthouses in that district.

Steamers from Lake Superior complain that navigation in those waters is made difficult by dense smoke, and for miles nothing is visible even when near to either shore.

The tug Martin Swain, while towing a raft on Lake Huron had her engine badly broken up, and was towed here for repairs, which will require considerable time.

The Detroit Drydock Company disposed of their steamers, the W. L. Frost, W. A. Haskell, and W. J. Averill to the Vermont Central railway the other day. The conditions of the sale were not revealed.

The travel to Lake Superior within the past few days has rapidly increased, and it is a matter of wonder why many in search of cool resorts, and the most beautiful scenery in the world do not visit that section where hotel accommodations are not surpassed in the world, instead of the burning sands of the seacoast.

The excursion steamer Saginaw left here the other day to "excursionize" for the people of Port Stanley and vicinity on Dominion day. She carried to Cleveland over five hundred robust Canucks, and brought them back in good order and condition.

The steamers of Captain Ward's line are doing an excellent business, and have full cargoes to and from Lake Superior.

The freights on grain from this port rule about as follows: Wheat to Buffalo at 2c, Oswego 4½c, and to Ogdensburg 5c. There have been more than the usual shipments for the week past.

The schooner W. H. Rounds which was sold the other day, on her arrival here took on a new captain whose name was not materialized.

Tugs, while en route through the rivers with tows, meet with much annoyance occasionally when calling here and make a halt to accommodate a captain who has a few minutes' business on shore, and not unfrequently delaying the tug and other vessels from two to three hours.

Simon Langell, the St. Clair shipbuilder, was in this city on Friday, homeward bound.

The schooner Kate Kelly, which got badly demoralized by a squall on Lake Erie, has completed her repairs here and taken her departure.

Steamers from Lake Superior, which arrived on Saturday, report the cargo of the schooner Thomas P. Sheldon, sunk in Lake George, all taken out, and the work of putting in bulkheads was going on, when she will be raised, and probably towed here for repairs.

Detroit was flooded on Dominion day by a large number of excursionists from all parts of Canada, by water and rail. Their behavior was of the exparte kind, all leaving for home soberly and well behaved.

Captain John Varner, your ex-harbor master, was here the latter part of the week. The sands of life have rapidly overtaken him.

The old Bar Point light ship is being removed to the White Shoals, where in future it will serve as a guide to the shipping passing through the Straits.

The tug Sweepstakes passed this way with six loaded vessels on Friday; not calling here.

Vessels coming from Chicago complain of light winds and long passages. Some were reported as having been twelve days out from Chicago to this point, unfortunately not meeting with tugs in the meantime.

Captain W. A. Mills has his tug Hercules ready for business again after the scorching received some ten days ago.

There was a beautiful sight on the Detroit river Sunday, such as rarely occurs, which was the arrival of sailing yachts to attend the regatta soon to take place. There were fifty in full view at one time, some of which were under full sail, while the tug Mosier, of Ruell's line, had twenty in tow. For the time being it created quite a commotion.

The schooners American Union and M. J. Cummings, both corn laden, arrived here Monday in a damaged condition. It appears that while on Lake Michigan they were overtaken by the steambarge Fayette, lumber laden for Tonawanda, and were taken in tow. Sunday night while passing through the St. Clair river the Fayette struck on Stag island. The Cummings being next, ran into her, and the Union into the Cummings. The latter's damages will reach $2,000, the Union $1,000, and the Fayette $500. The Cummings is leaking some; her cargo will have to be taken out, thence to the drydock.

HALL.

BAY CITY.

Special to the Marine Record.

The tug Temple Emery, and the "big log boat," with her first load of logs, consigned to the Saginaw & Salt Lumber Company, of Crow island, arrived in the river Saturday afternoon, and proceeded to her dock to unload her cargo. The owners say that everything about their raft has far exceeded their expectations, the hoisting machinery being far more powerful and effective than it was thought at first could be possible, which, by the way, is very complimentary to the builders, A. F. Bartlett & Company, of East Saginaw. She left again Tuesday on her second trip.

The steamer Lucile is to be placed on the Point Lookout route July 10, making a round trip daily between Saginaw and the Point. This move on the part of the owners of the Lucile will give the steamers W. R. Burt and L. G. Mason a much better chance on the river route.

The tug Robert Weideman, Captain Benson, brought the largest raft of the season down the river on Friday, it being nearly one mile in length and five strings wide.

Hon. N. B. Bradley, president of the Calcasien Lumber Company, is loading a vessel with lumber for Liverpool, England.

About three weeks ago a passenger with a small satchel and an overcoat boarded the steamer Metropolis for Alpena. His satchel and overcoat were deposited on the sofa in the cabin, the man went forward and took a seat, and the boat started for Alpena. Nothing more has been seen of him, and the property remains unclaimed. Clerk Beebe opened the satchel, but nothing was found to identify the owner. The question arises, who was he, and where has he gone?

During the month of June the Saginaw river ports shipped 103,000,000 feet of lumber, 8,000,000 pieces of lath, and 20,000,000 shingles. There were shipped from this port 71,350,000 feet of lumber, 13,802,000 shingles, 5,399,000 pieces of lath, which is considered a very good showing.

SHAW.

EAST SAGINAW.

Special to the Marine Record.

Captain Thomas Faulks, who has been confined to his bed for some time, is convalescing rapidly.

Captain George Fletcher returned from Canada Saturday, where he has been on a business and pleasure trip combined, for the past two weeks. While absent Captain Fletcher, with his brother, purchased a steamboat which will be run as a passenger boat on Toronto bay.

A number of people who were assembled on the Carrolton dock the other evening, waiting for the steamer Handy Boy, were greatly startled by seeing the body of a man floating down the river, in an upright position, the head partially out of the water. A rope was made fast to the body, and upon investigation it proved to be a man by the name of Patrick Ryan, a dockwolloper, who when last seen was much the worse for liquor, and who had been missing for some days past.

Captain John N. Stewart was in port during the week with his craft, the schooner Mary Birckhead, which loaded for Toledo.

Captain Carson Glass brings coal to this port with the schooner Senator Blood from Toledo at 30 cents.

The new summer resort Bay Port on Saginaw Bay, is now in full blast, no less than fifty guests having registered for the summer during the last ten days. By the way, any one having a smart steam yacht, which is a good sea boat, can learn of something to their advantage by addressing H. L. Shaw, this city.

The schooner Garabaldi brought a load of cedar blocks from Tawas Saturday for the city.

The schooner Lizzie P. Betts brought 500 tons of coal up on her last trip for Morley & Company, of this port.

The numerous pleasure steamers and yachts reaped a harvest on the 4th and 5th, many going to the bay, while others fought mosquitos on the raging Shiawassee.

Messrs. English & Maher, the owners of the steamer Lucile, have made arrangements for the purchase of the river line steamers W. R. Burt and L. G. Mason from the Root estate, and now control the freight and passenger carrying business of the Saginaw river. It is rumored that the purchase price was $18,500. The steamer Lucile will, after the 10th, run daily to Point Lookout and return, calling at intermediate points. The above purchase ends the opposition, and the fares will be restored to the usual rates.

SHAW.

MARQUETTE.

The total lake shipments of iron ore from the mines of the Marquette and Menominee ranges for the current season, up to and including Wednesday, the 30th, are as follows: Marquette, 280,747 tons; Escanaba 469,690 tons; St. Ignace, 17,649 tons; total 768,086, against 619,416 up to the same time last season. The grain for this year over the lake shipments for the corresponding period of 1885 from the two districts named is 148,670 gross tons. Adding to this the total shipments from the Gogebic district, 161,685 tons, and we have a total gain so far of 310,355 tons. Two Harbor shipments so far are 72,707 tons, about the same amount that was shipped at a corresponding time last year. The grand total shipment of ore to the above date is 1,002,478 gross tons.

KINGSTON.

The Armenia has again been placed on the route between South Bay and Kingston.

The barge Glengarry has been hauled out at the M. T. Co.'s shipyard and is being rebuilt.

The M. T. Co. commences next week to lay the keel of a new tug, to be built on their wharf here.

SHEBOYGAN.

Captain Ole Groh, for ten years keeper of the Sheboygan life saving station, has been succeeded by Merritt Kasson, heretofore a surfman of the Sheboygan crew.

POINT SAUBLE.

Captain Cooley, of the steambarge Marshall F. Butters, reports that Joseph M. Gilman, a watchman on board the boat, was lost overboard off this port last Friday. When the unfortunate man fell into the water a boat was lowered, and an effort was made to save him, but he sank out of sight before the boat reached him. Gilman lived at Lorain, Ohio.

CLAYTON.

Special to the Marine Record.

The steamer Hazleton run on a shoal at the head of Cherry island last week and nearly capsized. She was got off by steamer Island Wanderer on Friday.

The steamer Lizzie, of Alexandria Bay, has been sold to parties at Sodus, and left last week. Her pumps gave out at Thousand Island Park, and she was towed back by the steamer Maynard.

Editor Covert, of the Cleveland Leader, and Ex-Mayor Rose are enjoying themselves finely on the St. Lawrence.

There was a grand time on the St. Lawrence last week. The steamers St. Lawrence and John Thorne went down from Clayton to Alexandria Bay, taking the Rev. Mr. Talmadge and seven hundred of his congregation, and during the run down, the river was one continual blaze of fireworks, and on Sunday the following steamers arrived, loaded, from different points: The St. Lawrence, John Thorne, Maud, J. F. Maynard, Princess Louise, Deseronto, Junita, Sirius and Chaffy.

A fine race was enjoyed by the excursionists on Sunday from Alexandria Bay, between the steamers Maud, Princess Louise, Deseronto, and Jessie Bain. The Bain leaving a few moments after the rest, making a stop at Central Park, passed them all before going four miles, and was far ahead in reaching Clayton.

The celebration at Clayton was lively on Monday, July 5th. The sailing race was a fine one. Only five boats entered. The Minnie A. took first prize, Laura second, and Bessie third. The Gracie was second best, but got dismasted and was towed in. The Garfield carried away her topmast, but did not have breeze enough to make it lively for the other yacht. The steam yacht race was a hotly contested one. Three yachts entered; the steamer Sirius, of Clayton, Jessie Bain, Clayton, and the Taneata, of Kingston. The Kingston boat thought they had a walk away with the Clayton boats till they got the word to go, the Taneata taking the lead, as she was a light boat, but the Sirius hauled up on her, shot past, held the lead around all the buoys, and took first money, the Taneata took second money, and the Jessie Bain third. The Bain was put in just to complete the race. The weather was fine, a big crowd witnessed the races and went home satisfied.

Propeller Oconto struck a shoal near Rock Island light on Tuesday night at 11 o'clock, and sunk, with valuable cargo. The Oconto is surely having an unfortunate career. She was built by Rand at Manitowoc in 1872 for the Goodrich Transportation Company, received extensive repairs in 1884, was sunk at the Charities in 1885, where she remained all winter, was raised and repaired, and put on a new route. She is a double decker, hails from Port Huron, and is valued at $30,000. There has been litigation going on in the United States courts against the Goodrich Transportation Company by citizens of Green Bay, the cause being brought for fires which it is alleged were started in that city by sparks from the Oconto.

The Oconto is insured for $15,000. The cargo consisted of silks, cotton, boots, shoes, wire and iron to the value of $500,000. The loss on cargo will be at least $800,000. This loss is covered by insurance.

B.

MILWAUKEE.

Special to the Marine Record.

Some months ago it was stated in the MARINE RECORD that the Flint & Pere Marquette railroad company was about to put another elegant steamer on their line. It is now an assured fact and the company has about decided to make Chicago their terminus next season. Milwaukee has always been the terminus of the line. The road runs from Ludington and Manistee to Saginaw. A line of boats, F. & P. M. Nos. 1 and 2, have furnished the connection with the west shore. These boats for some time past have been making one trip per week to Chicago and their business has been increasing so rapidly as to compel the managers to send them there altogether. The company has also under advisement a plan to construct a third steamer of large dimensions than the two they have in service now. The contract for the new boat has not been let out yet, but it will be in a short time.

All the machinery of steambarge Graves, wrecked last fall on Beaver island, has been recovered by the wrecking tug Leviathan, and will arrive here to-morrow. It is now owned by Wolf & Davidson.

Captain C. E. Benham of Cleveland was in the city this week.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXXVIII.

During the navigation of 1861 five United States revenue cutters were dispatched from the lakes to New York City on account of their being too small for lake service, the government having determined to substitute steam vessels of larger dimensions. The cutters thus sent out, and names of masters, were as follows: Revenue cutter A. V. Brown, Captain Douglas Ottinger; revenue cutter, Jacob Thompson, Captain T. S. Thompson; revenue cutter Isaac Toucey, Captain Brown; revenue cutter J. S. Black, Captain Lanagan; revenue cutter Howell Cobb, Captain Williams.

Only eight vessels were sent to sea, as follows: Bark Ravenna, Captain D. N. Malott, wheat, Chicago to Liverpool; bark Alexander, Captain A. Muir, staves, to Liverpool; brig J. G. Deshler, Captain A. M. Mann, wheat, Milwaukee to Liverpool; schooner Gold Hunter, Captain Durand, wheat, Milwaukee to Liverpool; schooner Caroline Simpson, wheat, Genesee river to Liverpool; schooner Colonel Cook, Captain Humphrey, wheat, Milwaukee to Liverpool; bark Niagara, Captain Muir, wheat, Detroit to Liverpool; schooner Clarabel, 219 tons, Captain Barst, lumber, Cleveland to Boston.

1862—During the navigation of 1862 one propeller and six tugs were dispatched to the seaboard, chiefly to New York or Boston: Propeller Congress, 398 tons, Captain J. Robertson, oats, Chicago to New York. Tugs Governor, Hippodamus, Dictator, Oswego, Lady Franklin and G. W. Gunnison, bound for New York City.

Brig J. G. Deshler, Captain R. Stringleman, wheat, Detroit to Liverpool.

Schooner Bridget and bark Prince of Wales, bark Chieftain, Captain McTaggart, schooner Sirius, schooner G. Laidlow, Captain Campbell, bark St. George, and bark T. F. Parks, Captain W. H. McLeod, coal oil, Sarnia to Liverpool.

Bark D. Cornwell, Captain D. McDonald, deals, Port Burwell to Liverpool.

The bark Sliepner, 191 tons, Captain Waage, arrived over from Bergen, Norway, during the season with emigrants, took on a cargo of wheat and rye at Chicago and left, homeward bound.

1863—Bark Chieftain, Captain McGlashan, coal oil, Sarnia to Liverpool.

Barks Ravenna, Captain D. N. Malott, and Vanguard, Captain Wm. Jones, and brig J. G. Deshler, Captain Stringleman, copper and staves, Detroit to Liverpool.

Brig Hanover, Captain W. Galloway, wheat, Milwaukee to Hamburg.

Schooner Howell Hoppock, Captain D. M. Tucker, copper and staves, Detroit to Liverpool.

Bark Ravenna, second trip, Captain Malott, and brig Cressington, formerly the Deshler, staves, Detroit to Liverpool.

Bark Sliepner, Captain Waage, wheat, Chicago to Norway.

Sloop Skjoldoman, Captain Raathe, provisions, Chicago, to Norway. The two last named vessels came over from Europe and returned.

Schooners Owen Bearse, Captain Bearse, Alice B., Captain Chase, and I. Lafrinier, walnut, Toledo to Boston.

The tugs J. H. Foss, Albert Degroat, W. G. Fargo, Maria Love, Sentinel, and Mary Grandy were all sent from the lakes to New York during the season, chiefly for government service. The tugs Mary Grandy and Maria Love subsequently came back to the lakes, their names, meanwhile, were changed, the former being called the Balize, the latter the Clematis.

1864, May—Bark Mary Roe, Captain McCrae, walnut, Port Stanley.

Tug A. A. Turner, Captain Ralph, Detroit to New York.

Schooner M. Kinnie, walnut, Toledo to Boston.

Schooner Alice Curtiss, walnut, Toledo to Boston.

Schooner Mary Brown, walnut Toledo to Boston.

Schooner Boston, walnut, Toledo to Boston.

June—Bark Thermutis, Captain Tucker, copper and staves, Detroit to Liverpool.

Schooner Plowboy, walnut, Toledo to Boston.

Schooner Saranac, Captain Gale, copper and cedar, Detroit to Liverpool.

July—Schooner Yorktown, petroleum, Cleveland to Liverpool.

August—Tug T. C. Jewett, from Buffalo to New York.

Bark Huron, Captain Bromick, timber, Detroit to Boston.

October—B. K. Wirralite, Captain Foran, oil cake, Detroit to Liverpool.

Bark Wavetree, staves, Port Stanley to Liverpool.

Bark Etowah, Captain Wraight, copper, Bruce mines to Liverpool.

Schooner Octavia, lumber, Cleveland to Boston.

Tug U. S. Grant, Buffalo to New York.

Bark C. E. Rosenbury, Captain Horton, supplies, Milwaukee to Europe.

Propeller W. H. Merritt, horses and supplies, Kingston.

1865—Brig Sea Gull, Captain Jackman, general cargo, Toronto to Port Natal.

Bark Thermutis, Captain Gale, copper, Bruce mines to Liverpool.

Schooner Saranac, Captain Wraight, copper, Bruce mines to Liverpool.

Bark Rosenbury, Captain Bearse, walnut, Toledo to Boston.

Bark W. S. Pierson, Captain McMillan, timber, Sandusky to Hamburg.

Brig Lucy A. Blossom, Captain Lynn, walnut, Detroit to Boston.

Schooner Union, Captain Geel, emigrants, Lake Michigan to Nicaragua.

Bark J. Drummond, Captain Jackman, walnut, Port Stanley to Hamburg.

Schooner Clyde, walnut, Sandusky to Boston.

Bark Thermutis, second trip, Captain Gale, petroleum, Cleveland to Liverpool

Schooner R. N. Brown, Captain Higgins, walnut, Toledo to Boston.

Bark Wirralite, Captain Jones, copper, Bruce mines to Liverpool.

Bark J. DeMolay, Captain Mills, copper, Bruce mines to Liverpool.

1866—Schooner Erie, Captain Balch, Toledo to Boston.

Schooner E. M. Baxter, walnut, Toledo to Boston.

Schooner Sanarac, Captain Wraight, iron ore, Bruce mines to Liverpool.

Brig Vidon came over from Norway and returned with a cargo of corn.

Schooner Superior, Captain Lewis, walnut, Port Huron to Boston.

Bark J. De Molay, Captain Tucker, copper, Bruce mines to Liverpool.

Schooner Junius, Captain Wick, walnut, Toledo to Boston. On reaching Lake Erie she sunk and was a total loss.

British gun boat arrived at Windsor from Liverpool.

1867—Bark Cella, Captain Hunter, peas, Toronto to Cork.

Schooner Narragansett, Captain Murphy, petroleum, Cleveland to Liverpool.

1868—There were but three departures this year, as follows: Brig Sailor Boy, Captain Humphrey, oats, from Chicago.

The bark L. H. Cotton took on a cargo of petroleum at Cleveland for Liverpool, and was burned soon after leaving port, October 25th; Captain George DeWolf master.

Bark Etowah, Captain Patterson, petroleum, Cleveland to Liverpool.

1869—Etowah, Captain Campbell, petroleum and staves, Cleveland to Liverpool.

Bark Thermutis, Captain Dick, refined oil, Cleveland to Liverpool.

Steamer Washington, flour, Chicago to New York.

Schooner Union Jack, wheat, Kingsville to Europe.

Schooner Phebe Carherine, wheat, from Kingsville to Europe.

The brig J. G. Deshler (renamed the Cressington), arrived at Detroit from Liverpool October 14, 1863, laden with salt and pig iron, in command of Captain John Jennings. A few days later she took her departure again with a cargo of staves from Detroit, via Cleveland. After getting to sea she was never more heard of. The schooner Lilly, which sailed from Lake Ontario, while on the coast of Ireland, in 1859, with a cargo of gunpowder on board, blew up. The brig John H. Harmon was sold for $4,000 at Boston in 1860, and was soon after lost between Cape Breton and Halifax. Schooner Dean Richmond was sold in Liverpool soon after her arrival out in 1856; price not stated. The schooner Cherokee was sold in Liverpool in 1853. The bark D. C. Pierce was captured and destroyed by the rebels in the spring of 1861 at Norfolk, Va. The schooner Cataraqui, laden with railroad iron, sprung aleak and sunk in Lake Ontario in 1864. Bark Magenta sprung aleak at sea and was abandoned in 1860. The schooner Republican was wrecked on the island of Arbacatoa, April 26, 1860, and proved a total loss. The schooner Grand Turk was wrecked at Leland, Lake Michigan, in November, 1869, and one life was lost. Schooner Kate L. Bruce was sold at auction in Boston in 1859. Schooner Twin Brothers foundered at sea November, 1860. Schooner W. B. Castle sprung aleak and was abandoned at sea March 18th, 1861. Brig Sultan was wrecked on Lake Erie in September, 1864, with loss of six lives. Schooner Sophia Smith was made a barge, and was afterward lost at Port Austin, Lake Huron, September, 1874. Schooner Ada sprung aleak and sunk at sea December, 1861. Schooner Sarah Hibbert was sold in New York for $6,500, in 1860, and was lost at Nagg's Head in March, 1861. Schooner Indus was converted into a brig and wrecked on the seaboard. Bark Pride of Canada was sold in Liverpool for $10,500 in 1850, and was wrecked on Cariboo island, St, Lawrence river, July, 1862. Brig Globe was chartered for coal oil, but did not depart. Brig Black Hawk was wrecked at Point Betsy, Lake Michigan, October, 1862, with 19,000 bushels of corn on board. Bark H. E Howe was sold at London, England, for $7,500, in 1860. Schooner Colonel Cook was wrecked in the Gulf of St. Lawrence in 1858. Schooner Bridget was wrecked at Long Point, Lake Erie, en route to sea, in 1862. Schooner C. Reeve, laken with corn, sunk in Lake Ontario in 1862. Schooner D. B. Sexton was wrecked in the Straits of Gibraltar in 1862. Bark E. S. Adams, wheat, sunk by collision in Lake Erie in 1863. Schooner Sirius, while en route, was wrecked at Father Point, October, 1862. Bark Mary Roe, wheat, sunk in Welland canal, while en route. Brig Hanover was sold at Hamburg, Germany, October, 1860. Bark Ravenna was wrecked at Cape Henry in 1864 while en route from Liverpool to Baltimore. The schooner Howell Hoppock had her name changed to Etowah in 1864. Brig Caroline was sold at London, England, in 1860. The schooner Owen Bearse was wrecked on the Delaware breakwater, Atlantic coast, October 29, 1867. Schooner R. H. Harmon had her name changed to Wavertree in 1865, and was wrecked on Lake Huron in November, 1867. Schooner M. S. Scott was wrecked at Racine with a cargo of grain in 1866. Bark Vanguard had her name changed to Wirralite in 1865. Propeller Detroit returned to the lakes, had her name changed to Congress, and was wrecked at Thunder Bay, Lake Huron, in 1873. Schooner Junius, laden with walnut for Boston, was lost off Long Point, September, 1866. Schooner St. Helena was lost on the coast of Africa in the winter of 1861. Schooner Clifton was sold in New York for $2,000. Schooner Kyle Spangler was wrecked on the Atlantic coast. Steamer America was wrecked on the coast of Texas. Steamer Peerless was condemned at New York City. Schooner Messenger was condemned as unseaworthy at New York in 1871.

TREASURY NOTICES.

STEAMERS REBUILT, WHEN REQUIRED TO HAVE WATER-TIGHT BULKHEADS—CASE OF "B. F. FERRIS."

TREASURY DEPARTMENT, May 13, 1886.

Sir: The Department is in receipt of your letter of the 7th instant, in which you call attention to the opinion of the local inspectors of Cleveland, Ohio, that the steamer "B. F. Ferris," originally built in 1870, and rebuilt in 1879, "requires three water-tight bulkheads before she can pass inspection, June 28, 1886, notwithstanding the late inspectors of the district had passed said steamer as exempt from the provisions of section 4490 Revised Statutes, because the date of her original building was previous to the enactment of the statute referred to."

In reply, you are informed that a similar case to that of the "B F. Ferris" was submitted to the Solicitor of the Treasury in 1885, and that officer rendered an opinion, dated September 30, 1885, in substance, that a vessel rebuilt since August 28, 1871, though originally built previous thereto, "can not be considered as completed within the letter or the spirit of the law" before the date indicated, and is, therefore, liable to the provisions of law requiring three water-tight bulkheads on passenger steamers navigating the oceans or the great northern or northwestern lakes.

In view of this opinion, the Department sustains the action of the present inspectors at Cleveland, in requiring the steamer "B. F. Ferris" to be provided with the "three water-tight cross bulkheads" before granting to said steamer a passenger certificate to navigate Lake Erie, between Sandusky and Catawba island.

To A. Wehrle, Jr., Manager, steamer "B, F. Ferris," Sandusky, O.

REPAIRS TO AMERICAN VESSEL IN CANADA NOT THE RESULT OF AN EMERGENCY—DUTIABLE.

TREASURY DEPARTMET, May 14. 1886.

Sir: The Depart nent is in receipt of your letter of the 10th instant, transmitting the appeal (54246) of Wm. Griffin, owner of American schooner "F. J. King," from your decision assessing duty on the cost of certain repairs made to such schooner during the past winter at Garden, in Canada.

The statement of the owner shows that the vessel arrived at Garden Island during the last autumn, and, being in a decayed and leaky condition, was subjected to considerable repairs, which cost $2,631.83, but no evidence is produced to show that such vessel, while in the regular course of her voyage, was compelled by stress of weather or other casualty "to put into" Garden Island to make such repairs.

In the absence of such proof, the Department, referring to section 3115, Revised Statutes, must reject the appeal.

To Collector of Customs, Cape Vincent, N. Y.

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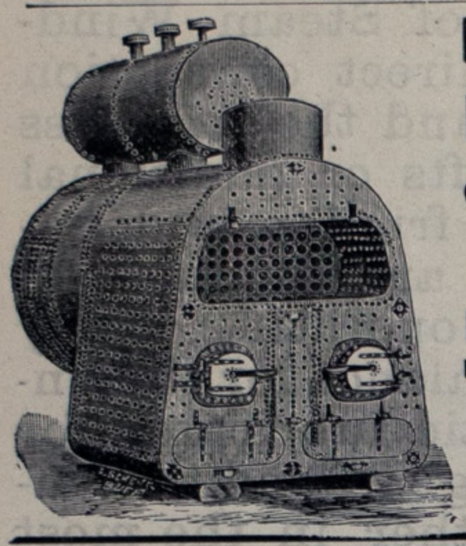

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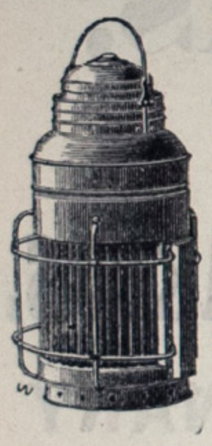

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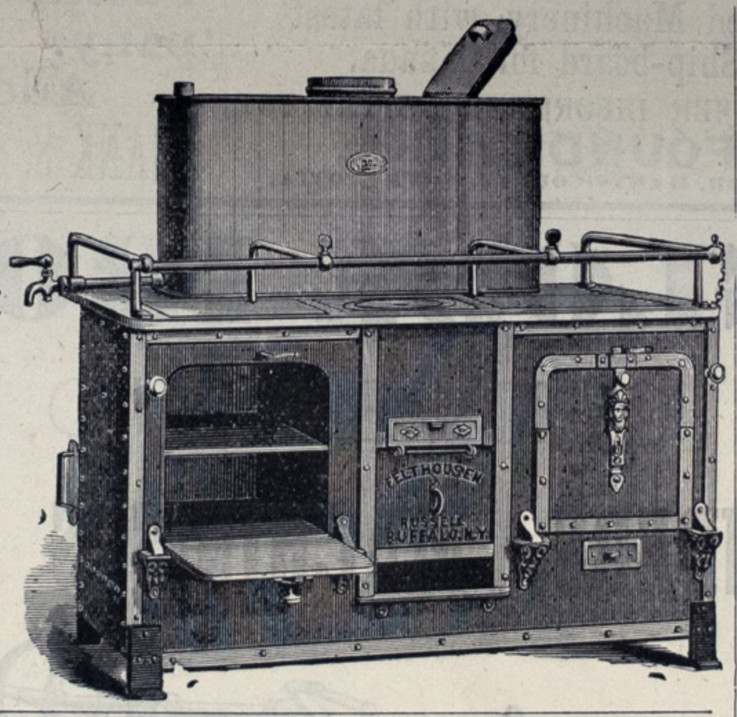

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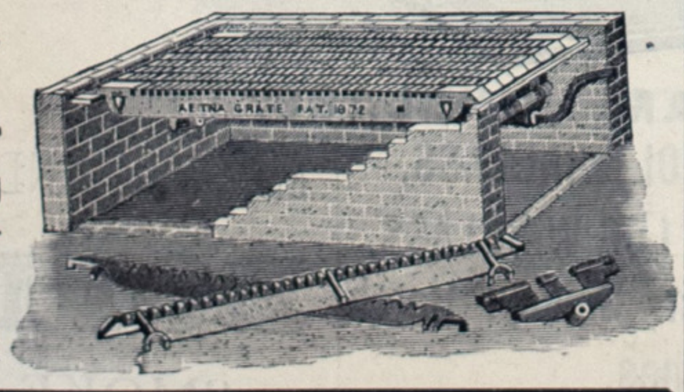

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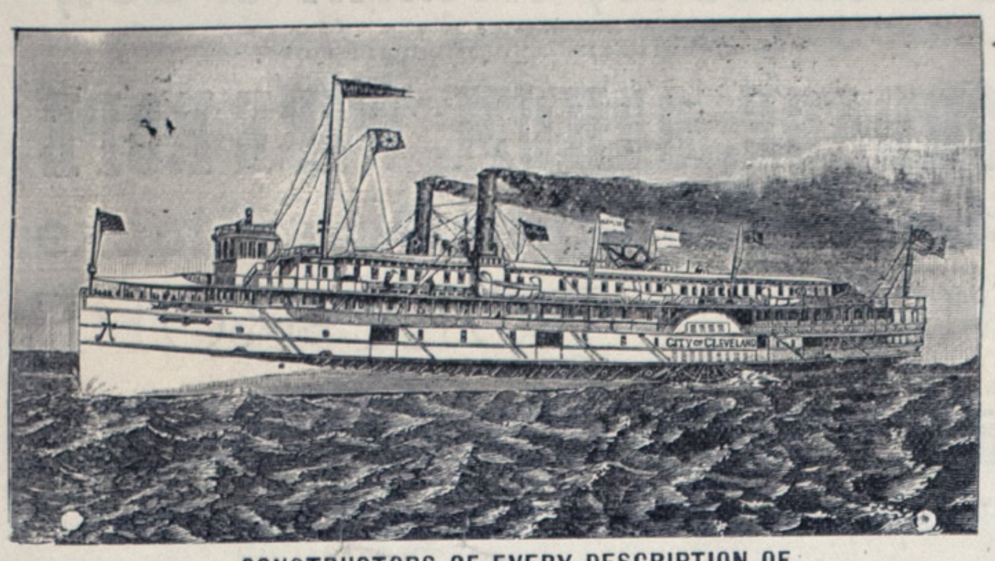

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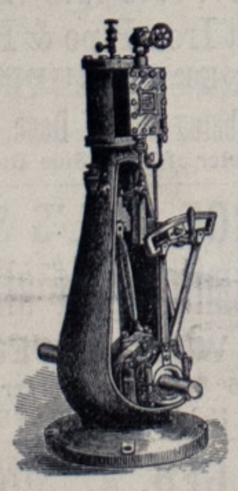

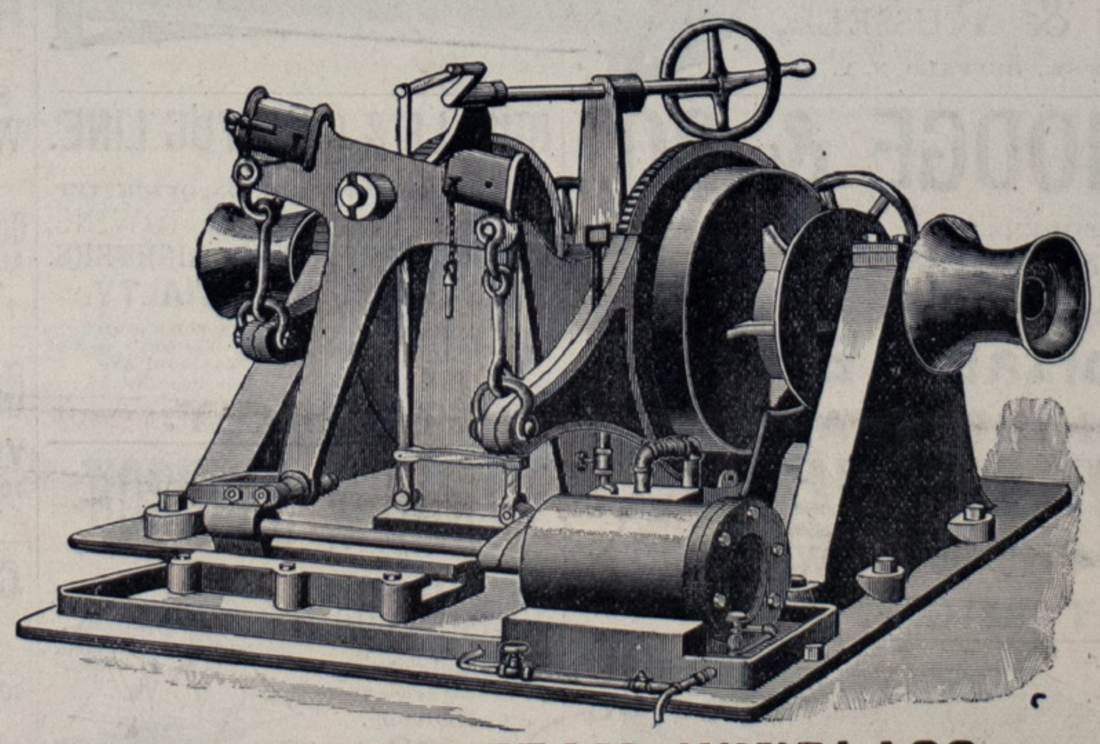

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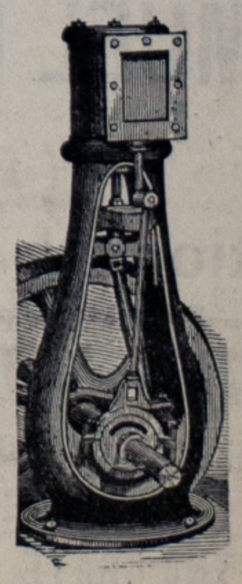

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